SEEKING SPANISH TREASURE IN GALLEON OF LOST ARMADA

GOLD MILLIONS BURIED IN THE TOMBS OF LOST SHIPS ARE NOW SOUGHT BY DARING BRITISH DIVERS IN SEA DEPTHS

ADVENTUROUS GIRL SEEKS TO RECOVER SPANIARDS' WEALTH

Margaret Naylor, Thrilled by the Atmosphere of Real Adventure in Seeking to Salvage the Gold Sunk With the Armada, Almost Loses Her Life in Treacherous Sands Under Surface of Tobermory Bay-Trapped Under Sea.

GLASGOW, Scotland, URIED treasure! Spanish gold!!

Doesn't the heart thrill at the mere mention of the words? Doesn't the very echo sweep away the centuries and make you forget? Do not the phrases make you wish for the days of real adventure?

So the thought stirred Margaret Naylor, the pretty secretary to Col. K. M. Foss, when she was told that her employer was to be one of the directors of the romantic task of salving the famous Spanish galleon, Almirante de Florence, the treasure ship of the Invincible Armada, which was destroyed almost four centuries ago. And now, Miss Naylor is recovering from one of the most melodramatic periods in the life of any girl.

TRAPPED UNDER THE SEA.

The treasure ship lay off shore, seventy feet under the surface of Tobermory bay, on the wild Scottish coast. The company of gentlemen adventurers are working on a big scale with special apparatus, a fleet of vessels, sand sucking tubes, divers and great grappling irons.

Florence Naylor was thrilled by the atmosphere of adventure in Colonel Foss' office and the British army itself would not have been sufficient to keep her off the boat from which the divers were working.

Then she studied all the literature on diving available, questioned the divers themselves, and finally startled the Colonel by demanding that she be permitted to go down and try her luck at locating the gold.

They laughed at her first, then seeing that she was serious, pooh-poohed and tut-tutted the suggestion, but Margaret was a girl not to be denied. She insisted that she be given one chance, pointing out that there could be no danger, that she was young and strong and capable as a man, and finally she wanted to go below-and below

She looked no flapper as, after pulling on the heavy rubber suit, the girl thrust her feet into the weighted shoes and helped the master diver clamp the huge helmet over her head. Every precaution was taken for her safety, for the men had misgivings about the entire idea and made no bones about saying so.

But Margaret waved her hand, as she was lowered overside on the ladder with ropes and awkwardly descended. Here is her own story of what followed:

"I wasn't afraid, for there seemed nothing to be afraid of. It was not exactly a swimming costume that I wore. with 170 pounds of rubber, lead and iron enasing me. but it was a lark-or so it seemed!

"The treasure is supposed to be seventy feet below the surface. Just before I went down the ladder we agreed on a pull up signal.

the face of danger impelled her

to insist on another trial pelow

With manifest reluctance the wish

was granted and again the girl

"I just had to go down again.

in spite of their protes's, and

the second time I stayed down

"Then I got another thrill. I

overbalanced on the steep sea

floor and fell full length in the

heavy diving suit. The helmet

was so heavy, the bottom of 'he

sea so slippery that I could not

"It was just awful. I shouted

to them to haul me up, but they

could not hear me and the tele

phone connections had been

the foot of the ladder and pulled

myself up rung by rung and

slowly. So I got to the surface

When the girl was asked if her

experiences had completely cured

her, she laughingly replied that

she was eager to go down again

and become a thoroughly pro-

me 'go on with it, though.

Through their union they have

formally protested against this

feminine invasion of their sub-

think, and so I have given up

diving for the present. I think,

though, it may yet be favored as

a vocation for girls. Indeed, I

nav even start a women's school

for the study of deep-sea div-

"They are jealous of me, I

"The other divers refuse to let

ficient diver, but she added:

and aboard the ship again."

"Then I managed to crawl to

PULLED SELF TO SAFETY.

half an hour.

get upright.

broken again.

marine fields.

"My telephone was out order; that was the first cheerful thing I discovered as I touched bottom and started to walk around. I could telephone to the men on the boat and they could understand me, at first, but I could not get their replies at all.

"I got down more than twenty feet, and then there was some misunderstanding about the sig-

nalling. "They say that they gave me a signal, but I did not get it. Anyhow, they began to haul ne up Then I got another real thrill. "One of my feet had got stuck in the bottom rung of the ladder, and I could not move it.

"As they pulled steadily and strong, I could feel the helmet being pulled over and off my

DEATH VERY NEAR.

"I felt myself slipping lower and lower in the diving dress. It seems a ridiculous position for a girl, doesn't it? but it didn't

"I was certain that I was going to die, but in the nick of time I managed to get hold of the life line and gave it a jerk.

"At the same time I managed to get my foot free. Gradually I got myself back into position in the diving dress and went on climbing up the ladder.

"But I was a sorr sight when they finally go' me above the gurrace and aboard the boat. My nose and mouth were bleeding vildly and I was quite all in."

far on the part of 1 sand

i "la med" in

project is one of the utmost seriousness. Margaret did not reach the site of the sunken ship, but other divers have, and what is more to the point, they have actually brought up evidence that the

> The evidence is strong enough to satisfy almost any scoffer, because it consists of Spanish gold coins, . Spanish weapons and other valuable bits of salvage. For an understanding of the possibilities of the treasure quest, it is necessary to leap back several centuries to the sailing of the ship.

Almirante de Florence rests there

And Margaret Naylor laughed at

the suggestion. But to her, and to

everyone alse connected with the

treasure-hunting expedition, the

It was in 1588 that King Philip of Spain dispatched the armada to sweep the British fleet from the seas. Sir Francis Drake was vice admiral of the English craft that met the huge invaders. The issue was joined in the English channel. where a violent storm broke out TREASURE SHIP'S COURSE.

Caught between the elements and the savage assaults of the tiny British vessels, the armada fled northward and the British harassed the unwieldy Spanish ships as far as Newcastle on Tyne. The disorganized fleet set sail for the Orkney Islands, then turned and headed down the west coast. Nineteen of the great ships were wrecked between Scotland and Ireland.

The commander of the Almirante de Florence, which contained the treasure of the invading expedition, put in at Tobermory bay to reprovision. Scotland was then a neutral country and Tobermory was an ideal harbzor for a stormwracked, war-harried foreign galleon. There is a legend that the wild Scots welcomed the huge

But even then the laws of neutrality ruled and the English embassy, learning of the location of the fugitive of the seas, demanded that the ship and its crew be not permitted to depart until the war had ended.

RICH SPOIL ABOARD.

At that time the English records calculated that the Almirante de Florence carried gold and jewels to the value of \$1,500,000 aboard. Soon after an explosion occurred aboard and the great vessel foun dered suddenly. One tradition has it that the inhabitants of Tober mory blew up the vessel that they might loot the wreckage at their leisure. Another version sets the sinking as the result of an accidental explosion. In any event, the vessel surely went down, and of her crew only two, it is said, reached the shore. Since then, the estimate of the treasure has run as high as \$12,000,000.

This may seem gross exaggeration, but it must be remembered that pieces of eight and gold plate and jewels have tremendously increased not only in intrinsic value. but as works of art and curios since the Almirante de Florence went down. Further, the company now carrying on the big salvage operations checked up the Spanish and English records carefully be fore investing their modern money

in the enterprise. GALLEON LOCATED.

The exact site of the vessel has been definitely determined, and the evidence brought to the surface is convincing. The difficulty of the task is to be found in the fact that the tides of centuries have been surging through the hulk, depositing sand layers on sand layers, and even shifting the original position of the vessel.

It is believed that the explosion which sunk the galleon could only have resulted in blowing out the bows and damaging the upper deck. The eloquent testimony to the pres-

ing millions in sunken treasure. So down she went and twice nearly lost her life in the attempt!-but she would have tried again had the professional divers threatened to quit in the face of such competition. ence of the ship has been supplied which the present job is being carby the recovery of various pieces of plate, cannon balls, parts of muskets, swords and daggers, a bronze cannon, four feet long with

THE GREATEST ADVENTURE!—This plucky English

girl just couldn't keep above water when divers were seek-

buttons, gold coins, and silver ware. The bronze cannon is the latest item of salvage recovered. A companion piece of iron was brought to the surface several

A quantity of human bones have also been recovered. The plant

a three-inch bore, and several gold

ried out includes a large suction pump, capable of drawing 250 tons of water and sand per hour. There is also a circular cutting machine, driven by a motor, which is engaged in cutting through the thirty feet of clay and silt which covers the wreck.

TIMBERS LOCATED.

The actual timbers of the ship have just been encountered, and recently a heavy piece of timber

which is supposed to have formed to the surface.

The procedure consists of cutting down with the circular saw and bringing everything to the surface The work is directly in charge of

Captain Irons, harbor master at Dover, assisted by Commander Rickwood, of the royal navy, and all the officials engaged are men skilled in salvage enterprises.

EXPERT DIVERS ALL.

The chief diver, named Williams, who has the Albert medal and the Order of the British Empire, has a fine record of marine work in admiralty service. He is assisted by two experienced divers. The Duke of Argyll, under an

old law, has a claim on the treasure, and everything that is brought to the surface is overhauled and examined by one of the Duke's representatives. About twenty-five local men are employ ed aiding the divers, pumps and similar duties, in addition to the engineers, motor men and the captain and crew of the steamer. so that Tobermory's population has increased since the arrival of

Extreme care is being taken now that the timbers have been ou into and the workers hope that almost any day will bring forth heaps of gold from the wreek The cutting machine is operated as carefully as though it were actually cutting gold, for it is feared that the slightest carelessness might result in the damaging of extremely valuable property.

Yet the job is going forward with all speed commensurate with safety to the timbers. It is thought that within a few weeks the ques tion of whether the galleon contains bullion or coins in large

quantity will be answered. THE LAURENTIC'S GOLD.

While the private company of adventurers are rushing their quest to completion, the British government is quietly, so quietly as to be secretive, salving the cargo of the White Star liner Laurentic, which was sunk off the western coast of Ireland in January, 1917. She was acting as an auxiliary cruiser at the time, which gives the government complete ownership and authority over the hulk. She went down in twenty

fathoms, in a spot exposed to the full fury of the Atlantic gales, and the great pressure of water is said to have transformed the great hull into a compressed twisted mass of wreckage The pounding of the

wind and tides has covered her with silt and gravel, and the most

Explosives are used to blast the plate girders of the liner. Operations can only be carried on in calm weather and this stipulation has set back the work materially. yet the value of the gold and cargo aboard is so great that the government considers the time and labor well spent if in the end the hulk is emptied of its contents. THE DEPTH LIMIT.

powerful pumps feasible in the cir-

cumstances are being employed to

clear the craft of sand and debris.

The depth at which the Laurentic lies is close to the limit, at which divers can work. A special chamber has been prepared in the salving vessel for treating cases of bends and "caisson disease," due to pressure of air and water which the divers contract in the depths.

Absolutely no information is given out regarding the progress of the work officially. It has been stated unofficially that approximately \$8,000,000 has been salved this year from the vessel, but the gold that remains in the liner is a secret which the treasury department is keeping a close secret, and so successful has the secret been kept that only the vaguest conjectures are heard.

The total loss has been variously estimated at from \$25,000,000 to \$40,000,000, but whether this in cludes the value of the ship or only the amount of gold and imperishables aboard is only conjectural.

An official of the admiralty stated recently that the treasury had kept the knowledge of the vessel's value to itself for two years and that every man of the wrecking party is specifically sworn to secrecy. The successful silence of all concerned in the expedition is not the least remarkable phase of the undertaking

THE GROSVENOR'S GOLD.

But the most remarkable of all expeditions in the British Empire to make the sea give up treasure is the enterprise to salve the old East India Company's ship, Grosvenor, which was wrecked almost a century and a half ago, off Pondoland, South Africa.

This is on the eastern coast of the Cape of Good Hope, south of Durban. The vessel carried gold and precious stones to the value of \$10,000,000 or more when she went down, and it is of course this treasure that the hunters are seek-Unlike the salvors of the Al-

mirante de Florence and the Lauron ac, the expedition making for the Grosvenor are working directly from the land toward the site of the vessel. A tunnel is in course of construction about three miles from Point

Grosvenor from the beach, 150 feet back of the high water mark. An inclined shaft, 127 feet long, has been completed and this car-The treasure hunters began operations last November after be-

ing organized by a Mr. Webster. of Johannesburg. He deposited \$5,000 with the Union of South Africa government as a guarantee of good faith and bond that the 15 per cent claimed by the union on all treasure trove would be paid.

There are about 150 feet more of tunneling to be done before the wreck, which is covered with ten or fifteen feet of sand, is reached. This is expected to be achieved within the next two months. THE LAST VOYAGE.

Documents at the office of the East India Company show that bullion and precious stones were stored in the strong-room of the Grosvenor when the ship left Ceylon in 1782. Rubies, emeralds, diamonds and gold and silver bars

are listed.

It was on June 13 of that year

Eating Shrimps Now Paris Fad PARIS, Sept. 30.

WOULD you be in the social swim in Paris? Eat

Since King Alfonso set the fashion at Deauville, where his majesty is stated to have eaten from two to five hundred shrimps daily, Paris society has taken up the fad and "shrimp parties" are all the fashion.

According to Spanish physicians, shrimps contain a bodybuilding element which soothes the nerves and gives the eater

that the Grosvenor, a finely built and fully armed ship, cleared with 150 passengers and crew. Six months later, on December 4, 1782, five men crawled into Swellendam. Cape Colony, after incredible adventures and hardships by land

Three weeks later eleven other

men of the ill-starred liner were

found. The remaining 134 were

never seen in Africa, alive or dead, and their end remains one of the many tragedies of British expansion around the world. It was on August 4, in early morning that the Grosvenor drove ashore. A heavy sea was running. and the great ship of that time,

strong with the strength of teak timbers, began to break up. A raft was quickly put together. but was smashed to flinders as soon as it went overside. A line was finally carried ashore, and by that precarious strand several of

those aboard managed to reach land, after merciless, buffeting from the waves.

FOURTEEN DROWNED.

Later, a part of the ship in which most of the passengers had swarmed for safety, or a semblance of safety, was broken off and was washed ashore by the billows and wind. But before that, fourteen

Whatever joy they may have felt at their arrival on land was quickly diminished as the perils that faced them on land were appreciated There were men and women and some children, too, in the middle of a waste of wilderness, without weapons worthy of the name, with hostile natives sweeping through the country, with no food fit to eat. with no clothing save the rags they

Hundreds of miles of nameless dangerous land lay between them and white habitations. But they decided to go on toward the Cape settlement. Little is known of the nature of that journey. The stories of the survivors, carefully preserved as they have been on the reports of the East India Com pany and by local tradition, show that natives were encountered who looted all the valuables from the party, taking even the trinkets of

Every foot of the wayfarers wanderings was watched by the hostile tribes of savages. Often rivers forced the exhausted men to the building of rafts. Food" At one time they encountered a dead whale, washed ashore on the coast and they devoured it with glee. Another day a dead seal was found: on this the castaways gorged themselves.

DAYS OF AGONY.

the women.

As days of agony and privation continued, the company grew fewer and fewer. Many died along the way. Some had to be left to women and men, thus abandoned

venor was broken up in the ser after a journey of horror through 800 miles, the squad of survivors reached a farm on the Zwartkops river, and came thus to safety bringing the first news of the

Grosvenor carried may be un covered almost any hour. Arif there is aught in the superst jewels of he Gross w ward the rich wreckage to lay.

ries the workers a considerable distance below the floor of the sea.

die because they were too weak to continue. What happened to those is not definitely known and there are few, even after a century and a half, who cares to speculate on their fate. But 116 days after the Grov

> wreck. And now after a century and a half, the gold and jewels that the

tion that tragedy clings to gemwould seem to radiate recollection of horror, to transmit misformer but fear of seen or unseen door is not in the make an of ' me that are delving units a te